

Pilot Car of The Advertiser Smashes Records On Garden Island For Highest Climb

Reports From Party With the Little Dodge, Enthusiastic Over Marvelous Beauties of the Mountains and Valleys of Kauai; Compare Its Verdant Fields and Deep Cleft Canyons With the Wonders of the Grand Canyon of the Colorado

Two hazardous motor climbing records were broken on Kauai by The Advertiser Pilot Car which is now on the Garden Island on a tour collecting and compiling road and scenic data for the information of the tourist who visits Kauai.

The first record was smashed March 29 when the car, a Dodge, piloted by T. O. Duggan, succeeded in climbing highest on the Olokele Canyon trail. The following day, the machine was driven to the base of Puu Ka Pele, an ancient extinct miniature crater, which is one of the highest points on the island at an elevation of 3657 feet above the sea level.

LILUKE, Kauai, March 31.—As a sightseer wanders through the flowered paths of a park, The Advertiser Pilot Car has roamed for the last four days through the great garden of Kauai.

From Liluke and the ports of Ahukini and Nawiliwili to Waimea and beyond by the precipitous path of this island, garden where the mountain meets sea, from the sea shore up the great gorges into the very heart of the rugged hills, from end to end of the vast cane fields, through town after town clustered about the big sugar mills or nestled in green and fertile deltas, the pilot car has held its course. And along every foot of the route in valley or in mountains scenic grandeur has been found that equals or surpasses the famed points known to travelers throughout the world.

Like a succession of gigantic dioramas, depicting field and stream, canyon and waterfall, factory and cottage, mountain and shore line, picture after picture has been unfolded to the view of the pilot car party as it rolled along the roads on windward Kauai.

As a tour of exploration, the pilot car trip has revealed natural beauties on one side of the island alone that are beyond the dreams of Malihini or tourist.

The little advertising to the world that these points of interest and attraction have received has been one of the impressive facts gleaned on the trip. For there are canyons that rival Colorado's famous Grand Canyon in color, beauty, availability and grandeur if not in vastness. There are waterfalls and mountain streams that equal those of Yosemite and Yellowstone Park. And there are many other tourist attractions native only to the Islands that Kauai possesses in profusion.

The plan of The Advertiser to explore and describe these places is meeting with widespread interest on the Garden Island.

This year has been the first that travelers have made Kauai their objective to any large extent and throughout the island, the realization is growing that this travel is a valuable asset. Scores of tourists have visited Kauai this year and it was only a few years back that the records of the Waimea district showed one lone tourist visitor for the season while the average during the immediate past has not run over a dozen or so a year.

This growth is proof of the place that Kauai will hold in the travel world once her advantages are advertised.

The Advertiser pilot car party thus far has left little undone to aid in the promotion of these attractions to their proper vantage points. True to the original promise, the machine has tried every available road and some that could hardly be classed as available so soon after the rainy season.

In negotiating this latter class of roads two travel records went by the boards.

Last Thursday The Advertiser pilot car made "farthest up" on the Olokele Canyon road. The next day, against the advice of kumamains and men experienced in the travel of the district, The Advertiser automobile was piloted ten miles up over the mountains, following little more than a horse trail, to Puu Ka Pele, the extinct crater on the highest edge of Waimea Canyon.

Owing to the recent heavy rain storms which had washed away the Puu Ka Pele Road until nothing remained but faint signs of where it had once been, motor travel to "The Hole of Fire" had been abandoned. Venturesome tourists made the trip up but four miles by machine and traveled the rest of the way on horseback.

The road is a private one, being part of the land held by Kekaha Plantation. Opportunity to repair it after the storms has not been afforded and its condition, as a road, is unimagineable.

But The Advertiser Pilot Car was taken up over this "road" so that the scenic beauties at the other end might be described from first-hand information and to show the advisability of a perfectly constructed public road to this point. As far as repairs go, the road was in fairly good shape.

However, when the pilot car made the trip, a pick and shovel were almost as important as gasoline, though these implements were used just twice due to the durability of the Dodge machine and the expert driving of Pilot Duggan.

The Advertiser car succeeded in climbing not only the ten miles to the base of Puu Ka Pele but plodded along over a trail that was hardly recognizable as a method of travel for another half mile on a reconnoitering trip.

In one place a five foot stretch of road had to be built so that the motor could navigate a wide gully. At another point, the trail gave way and the rear end of the car sunk into the soft earth to above the wheel hubs. Pick and shovel were brought into play again and a few minutes of hard work brought the car out without difficulty or damage. At another point the car was driven to the very edge of the canyon to be photographed.

It was this privilege of being able to gaze over the awe-inspiring edge of Waimea Canyon that made the hard ten-mile trip worth while.

In like manner was the trip up the long, hazardous, narrow road bordering Olokele Canyon repaid by scenes of un-

equalled scenic beauty. This road also is a private plantation road, the property of Hawaiian Sugar Company and built when Olokele irrigation ditch was constructed through the mountains of this wonderful canyon. This road is in remarkably fine condition. A half mile or so below the spillway from Olokele ditch, where the excess water dropping over the canyon side makes an unequalled waterfall, the road ends. The pilot car party passed along the trail, stopped at the ditchman's hut for a photograph and then built a temporary road over a ditch and drove carefully forward over the trail on the edge of the canyon to the spillway. Here the front wheels were moved into the whirling stream, "the farthest up" point for automobile travel. Beyond this point the members of the party walked for a mile and found a horse trail that would require very little work to make it into an unsurpassed motor road.

The Advertiser Pilot Car left Nawiliwili at eight o'clock Wednesday morning for the trip to Waimea. Tuesday, the day that party landed at Ahukini, was spent in Liluke touring about the town and visiting the points of interest on Liluke plantation.

Kauai has been named "The Garden." The panoramic vistas through which the pilot car passed on the road to Waimea justify the name in every sense. For Kauai to the visitor seems one vast garden shaped and modelled by some giant hand that tore great gulches up into the mountains, washed spreading deltas of fertile soil down into the valleys and out below the mountains into broad plains to the sea. And man has followed and planted this garden in every variety of color and crop.

The Olokele and Puu Ka Pele roads must not be taken as examples of Kauai's roads. They are the opposite, for Kauai's belt road is a perfect stretch of highway with similarly well built highways branching off at frequent intervals.

Kauai's citizens are devoting all their energy to making this belt road, the best permanent roadway in the Islands. Then similar treatment will be given the roads to the numerous scenic points on the island. The construction of the belt road is about complete.

The trip from Nawiliwili to the Waimea Hotel with numerous side trips, required a day. The straight-away running time is about an hour and half. The distance over a perfect roadway, is just under thirty miles. After making this trip Wednesday, The Advertiser Pilot Car visited Olokele Canyon Thursday morning and made trips to Waimea Sugar Company plantation and to Kekaha Sugar Company plantation.

Thursday afternoon a trip was made to The Barking Sands, twelve miles beyond Waimea and practically at the end of the road near the base of the insurmountable peak that abuts on the Kauai coast at this point.

Friday morning was spent in further trips about the scenic country that surrounds the town of Waimea, including the nearby plantations. Friday afternoon the pilot car made its long hard trip up to Puu Ka Pele.

Saturday morning the party returned to Liluke, stopping for several hours at Makaweli plantation where B. D. Baldwin, manager of the Hawaiian Sugar Company's property was host to the members of the party in a trip around this model plantation.

At Liluke, the party found adequate accommodations at the Liluke Hotel and at Waimea, Frank Cox, manager of Waimea Hotel, provided the party with ideal quarters for their three-day stay at this point.

Along the route, F. Jacobs at the Koloa store and J. I. Silva, owners of stores at Hanalei, Homestead and Elele, gave a hospitable reception to the travelers of the pilot car. Both stores are equipped with automobile accommodations as are numerous other points which will be listed in the road guide that is being compiled by the party on this trip.

LARGE RAY CAUGHT

A Japanese fisherman, fishing from Pier 6 last night, caught a large ray (himamuri). Quite a number of moai, abolehole, kumu and uha eels were taken last night by fishermen along the waterfront.

AMERICAN GIRL BACK FROM NURSING WOUNDED IN AUSTRIAN HOSPITALS

Miss P. Teneyek, an American girl, who for six months was on active service with the Austrian Red Cross arrived in Honolulu by the Great Northern Friday.

It was in June, 1916, that the German, Austrian and Hungarian Relief Society in America made a call for volunteers to take up field hospital work. Miss Teneyek offered her services, and with a number of others was accepted.

The party consisting of three nurses and four doctors sailed from New York June 18, 1916, and reached Copenhagen two weeks later. From there they went to Berlin, and after spending two weeks in the German capital they left for Vienna.

"Our unit was assigned to a hospital in Parduvitz, Bohemia," said Miss Teneyek yesterday, "and on our arrival there we found the hospital well provided with all necessities in the way of operating rooms, surgical instruments and the like.

"Transports arrived at regular periods," she said, "and as these ships never came in with less than 125 men we were kept fairly busy. On many occasions as many as 800 patients came in on one transport.

"The men in almost every case were seriously wounded, and the cases ranged from two days to a month old.

"Every care and comfort was at the patient's command, and out of the 3200 wounded soldiers who came during the time I was at the Parduvitz hospital, there were only thirty deaths.

"All the Austrian women are very loyal, and in consequence there is no dearth of nurses. Women of all stations in life are ardent workers, and assist the wounded soldiers in every possible way.

"The only difficulty being experienced is through a food shortage. Cards are issued by the government and only a certain amount of food is allotted each day. White bread and butter are practically unknown. Three days in every week are declared fast days, and three other days are meatless days.

"For the first two months the patients arriving in hospital were either Hungarians or Bohemians, but during the latter four months, which I spent there, every wounded soldier arriving was a Turk.

"Eye trouble is prevalent, and at one time I had over 300 cases in one hospital block suffering from some form of eye distress."

Speaking of the treatment meted out to the nurses in Austria, Miss Teneyek had nothing but praise for both officers and men. "Everything we needed we

got," she said, "and time and again they made martyrs of themselves to oblige us."

Turning conversation into general war talk, Miss Teneyek declared that the Austrians, Hungarians, Bohemians and the Germans held the opinion that victory would soon be secured in their favor.

"Germany's allies for some reason," she said, "hate the Teutonic nation, and if they can possibly avoid it will not assist them in any way. Austria is assisting Germany with food supplies, but Hungary has refused, declaring they will need all their surplus foodstuffs before the war is over.

"In consequence of the shortage of fats in Germany, soap is almost an expensive luxury. This difficulty is being somewhat alleviated by extracting fat from bugs.

"Leather is also scarce both in Germany and Austria, and wooden shoes are quite the thing now.

"Just before leaving Austria," continued Miss Teneyek, "an order was issued commanding every available brass. All brass door knobs have been confiscated and wooden ones have taken their place."

In answer to a query Miss Teneyek said that from information gleaned she was convinced that there was no possible chance of a rising in Germany. "I would not care to vouch for Austria," she added, "but I feel safe in saying that the possibility of a German upheaval is very remote."

Miss Teneyek was in Budapest December 30, 1916, when the coronation of Kaiser Karl, King of Austria, was celebrated. Count Tizza administered the oath of office. She says that the display was a most gorgeous one, and the large crowds of people who gathered cheered themselves hoarse.

On the borders between Austria and Germany, and also between Germany and Denmark, Miss Teneyek was thoroughly searched before being allowed to depart, and she was again searched by the British at Orkney Islands.

"We arrived in New York on our return journey January 18, 1917," she said, "and never shall I forget the seventeen days at sea. It was particularly rough, and for days we were tossed about like a cork."

Miss Teneyek says it is good to be back in America, and holds a fervent hope that America will stay out of the war if she possibly can. "Unless one has been at the front, he cannot realize the hardships and trials that have to be endured," she said.

This is Miss Teneyek's first visit to Honolulu, and naturally she is charmed by the surroundings. Her home is in Chicago, but she hopes to remain here for some time.

MANY HATS IN THE RING Lane Facing Dangerous Rivals Now

Things politically are beginning to liven up. Joel C. Cohen is no longer the only man with his derby in the ring. To be sure he is the only candidate for mayor up to the present moment who has his picture run in the daily papers at so much per page line; but that is simply an economic factor pertinent to Joe Cohen alone.

Charles Arnold has announced to a few political intimates that he will get in the race to see if he can outdistance Mayor Lane for the primary nomination. He has had the mayor's bug for at least two years and his forthcoming announcement will not greatly surprise the followers of local politics, but it will, certainly enough, bring Mayor Lane up with a quick start, because in Supervisor Arnold, an adept at mixing and with a distinct gift of gab, Lane must see a dangerous rival.

For the two years of Arnold's incumbency as a supervisor, he has been a Hamlet's ghost to Mayor Lane. The latter has known all along it wouldn't take much coaxing to persuade Arnold to run for mayor, and this has been a disquieting thought which has grown rather than diminished as month after month passed and the election drew nearer.

John Hughes has also decided to take a crack at it to see what his luck will be as a Republican candidate for mayor, running against the field—a field so far composed among the Republicans of Mayor Lane, Charles Arnold and Joel C. Cohen; Joe Fern, the suave, being on the Democratic side of the fence, getting in training to take on the winner after the preliminaries.

With Lane, Arnold, Hughes and Cohen out scurrying for votes, one thing becomes certain, which is that the municipal election is not going to be a dull affair after all. And from this distance it appears that it will be a very close race, each one of the candidates having a formidable number of votes on which they can count with reasonable certainty.

Arnold figures on a heavy vote in the

country precincts—he lives at Aiea—and an even break of it in town. Cohen expects to swing the solid waterfront vote in return for his "championing" the cause of the stevedores at the recent public hearing on the charter bill. Hughes counts on big support from the railroad employees. Lane concedes nothing and looks on the whole island as good fighting ground.

The real campaign among the four candidates for mayor has hardly warmed up. Only one—Joe Cohen—has formally announced his candidacy. The others have held back, in waiting, no doubt, the outcome of the legislative deliberations on the proposed new charter for the municipality. They are a little coy about irrevocably pledging themselves to run until they know what kind of an office the mayor's office will be under the new charter. But the four have decided, in the absence of anything drastic in a legislative way which would affect the office, to run.

Joe Fern will probably have no opposition for nomination. No Democrat has emerged to set him a pace. For a time there was talk of Charles Rose going out for mayor in place of reelection as sheriff, but this, it seems now, was conditioned on the charter creating the appointive position of chief of police, and as this office has been dropped from the proposed charter, Rose will run for reelection and leave the mayor event to the fair field.

On the surface it seems that Mayor Lane has an edge the best of it for nomination, being in office and controlling an organization which has considerable political weight. But among the masses Lane is not so popular as he was two and a half years ago, because he has done several things which have met with their sharp disapproval. He has made friends as well as enemies, but it is a toss-up which preponderates.

Lane is getting ready for his campaign sensible of the hard job ahead of him to win out. His political advisers are frank enough to admit it will not be a sinecure.

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DRASTIC ANTI-SALOON LAW IN FORCE IN WASHINGTON

By ERNEST G. WALKER

(Mail Special to The Advertiser) WASHINGTON, March 19.—A very drastic anti-saloon law, enacted by President Wilson, is to be in full force and effect in the District of Columbia "on and after the first day of November, Anno Domini nineteen hundred and seventeen."

Following that date one can neither manufacture, sell or keep for sale within the confines of the federal seat any intoxicating liquors and the penalties are severe. The law is like that fence the politicians used to talk about a quarter of a century ago, "horse high, pig tight and bull strong."

Until recently it was regarded by many of the 350,000 people in the District of Columbia as a very irksome matter of legislation but a portion of these find some consolation that, presumably, it will not make the District of Columbia "bone dry." There is possibly some room for contention as to whether the notorious Reed amendment to the postoffice appropriation law, forbidding the shipment of intoxicants into a prohibition State, applies to the District of Columbia. This amendment certainly applies to the State of Virginia, just across the Potomac River, even though the Virginia prohibition law, intended to be only an anti-saloon law and specifically permitting shipments of liquors to individuals in restricted quantities, is, in spirit, infringed.

But the District of Columbia is not a State, as the lawyers here quite generally admit, neither is it a Territory. Consequently it is supposed that the Reed amendment will not prevent the shipments of liquors to the thirty in the District. That amendment (on the Postoffice Appropriation law) declares that whoever shall order, purchase or cause intoxicating liquors to be transported in interstate commerce, except for scientific, sacramental, medicinal and mechanical purposes into any State or Territory prohibit the manufacture or sale therein of intoxicating liquors for beverage purposes shall be punished as aforesaid (fine of not over \$1000 or imprisonment of not over six months or both). Provided that nothing here shall authorize the shipment of liquor into any State contrary to the laws of such State. Provided further, that the Postmaster General is hereby authorized and directed to make public from time to time in suitable bulletins or public notices the names of the States in which it is unlawful to advertise or solicit orders for such liquors.

This provision regarding shipments in interstate commerce does not seem effective till July 1 next. Possibly its relation to the District of Columbia may eventually be tested in the courts but the general opinion seems to be that after November 1 next, when the law goes into operation, a householder or other individual may order liquors from near by Baltimore or from other cities and have them shipped to him by express or otherwise. Citizens of Virginia and West Virginia may not do this, for both of them have prohibition laws. It is disputed whether a resident of Virginia or West Virginia may go to Baltimore, purchase a quart or two, put it in his valise or inside pocket and travel by train back to his home with the prized liquor in his possession and not violate the law. There is said to be considerable doubt whether such an act would be legal but there is another phase as to owners of their own vehicles, automobiles for instance, who speed to Baltimore and bear back bottles of wet goods for their own consumption. Such vehicles are not common carriers and it remains to be determined whether such traffic would be interstate commerce shipments.

There are other nice little questions in connection with enforcement of prohibition among residents of the District of Columbia. One is as to the clubs. The District prohibition law particularly includes clubs and locker systems. No all the clubs in Washington, of every kind and variety that have been selling liquors to their members must desist on November 1. But over in Montgomery County, Maryland (a local option county) are three or four country clubs, patronized almost entirely by Washington City people. At certain points suburban villages in Montgomery County touch suburban communities within the District of Columbia. In these country clubs, notably the Chevy Chase Club, the Columbia Country Club, and The Bannockburn Club locker systems have been in operation for years. And if it should come to pass that liquors may not be shipped into the District of Columbia, Baltimore dealers can ship to individual members of these clubs and thus keep quite a large percentage of Washington's population properly fringed.

Washington drastic anti-saloon law applies to "whisky, brandy, rum, gin, wine, ale, porter, beer, cordials, hard or fermented cider, alcoholic either-smethyl alcohol, all malt liquors, and all other alcoholic liquors." The ban is against any persons whatsoever, who manufacture for sale or gift, import for sale or gift, sell, offer for sale, keep for sale, traffic in, barter, export ship out of the District of Columbia, or exchange for goods or merchandise, or solicit or receive orders for the purchase of any alcoholic or other prohibited liquors. The penalties are either a fine of from \$300 to \$1000 or imprisonment in the district jail or workhouse for from thirty days to one year, or both, during a period of twenty days, for sacramental purposes.

Transportation companies of any kind that ship intoxicants into the District of Columbia are required to keep a very specific record, of names, quantities and dates and their books must be open to public inspection every day during business hours. Any transportation company that fails to keep such a record shall be fined from \$25 to \$100 for every day the violation continues. Any agents or employees of such transportation companies who are charged with the duty of keeping such records and fails shall be guilty of a misdemeanor. The consignee must also make affidavit that the liquors received by him will not be used for illegal purposes.

Druggists within the District of Columbia and likewise physicians are strictly hedged about so that the sale of liquors by prescription may not prevail except in cases of genuine illness. There must be "a written and bona fide prescription of a duly licensed and regular practicing physician" in the District of Columbia. It must state that the disease requires the prescription and the prescription must be cancelled so that it can be used only once. Every sale of liquors in such prescription must be entered in a book, such book to be open for public inspection during business hours. False statements are declared misdemeanors, the penalty being a fine of from \$50 to \$300, and in default of payment of fine, imprisonment in the jail or workhouse for not more than six months. Upon conviction for a second offense the license of a druggist or pharmacist may be revoked. Physicians who offend are made guilty of misdemeanors, fined from \$100 to \$500, and on second conviction may be deprived of their license to practice.

Thus the penalties run through the entire statute. Drastic methods for prosecuting and also for obtaining testimony are provided. Police officers are specifically charged with enforcement and there are elaborate means for compelling the issue of warrants upon the affidavits of citizens and authority for entering residences. Police officers who fail to comply with the law are liable to a fine of from \$100 to \$500 and for removal from office. Damage suits are also authorized against those who sell intoxicants, "every wife, child, parent, guardian, or employer, or other person injured in person or in property or means of support by any intoxicated person" to have the right of action.

In a motorcycle collision occurring shortly after one o'clock yesterday afternoon, a soldier named F. G. Hale sustained a broken arm; Sergt. W. K. Dean was badly bruised; Charles P. Spencer had a leg broken and Thomas Aukai received a severe shock and shaking up.

Both motorcycles were coming to town and when near the Palama fire station Aukai's hat flew off and Spencer turned the machine for the purpose of recovering the headwear. As he did so, the other motorcycle which was following, and which was carrying the two soldiers, crashed into Spencer's machine.

Fort Shafter hospital where Hale was found to have sustained a fractured arm. Dean has a badly bruised hip and a contused face.

Spencer and Aukai were taken to the emergency hospital, where examination showed that the former was suffering from a bad fracture of the left leg. He was removed to the Queen's Hospital. Aukai suffered a severe shock, and upon recovering was allowed to proceed to his home.

The soldiers were riding on Dean's machine, an Indian, No. 349. Spencer was riding his own machine, a Thor, No. 422.

In recognition of the compliment of Capt. William Matson in naming his fastest vessel "Maui" after the island, the Maui Chamber of Commerce at a meeting held Wednesday last, decided to present this vessel on her maiden voyage with a silver service or bronze plate, a gift from the people of Maui, says the Maui News.

Arrangements have been made with Wallace Alexander of San Francisco to purchase the present, and as the new flagship of the Matson line sails through the Golden Gate Wednesday next, April 4, she will carry Maui's gift.

In addition to this, Harold Rice has undertaken to supply a loving cup to the Maui's popular skipper, Capt. Peter Johnson, on his arrival in the Islands. The News says that according to late reports from San Francisco, a small army of men is busy in the Union Iron Works yard day and night in an effort to have the Maui in complete readiness for her initial voyage. Freight congestion and difficulty in filling orders for supplies considerably delayed the work on the big ship, which should have been ready a month ago.

A big reception is assured the Maui on her arrival in the Islands.

DEPRECIATION MAY BECOME AN ASSET

Since every solvent merchant pays an income tax, it follows that every solvent merchant ought to be interested in the report Friday of the senate judiciary committee on S. B. 65 (Shields).

Briefly, the report finds that the purpose of the bill is to allow any person or corporation, in computing income for taxation, to deduct a reasonable allowance for depreciation.

Under the present system, replacements are allowed, instead of depreciation, and "this system," says the report, "is faulty, as it means that any one year a large amount may be deducted, rather than that the amount be spread over a number of years, as in the case of more depreciation."

The committee recommended the bill and it passed second reading.

DIVES ONTO BOTTLE

E. T. Schultz, residing at the Royal Hawaiian Hotel, while diving into the water from the beach near the Moana Hotel yesterday afternoon, struck a broken bottle and sustained a deep wound in the left knee which necessitated the taking of four stitches at the emergency hospital.

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